



Galt Traffic

Galt Airport, Greenwood, IL (10C)



The monthly newsletter from Galt Airport and EAA Chapter 932

May 2015

Picture of the Month



A beautiful sunset over Chicago's O'Hare Airport. This amazing photograph was taken by Arnie Quast.

Are We There Yet?

By Eric Rehm

Have you ever had the experience of being on an airliner when it has landed in really thick fog or reduced visibility? There you are, sitting in your "luxurious and roomy" seat in coach, on approach with your tray table stowed and your seat in its most uncomfortable upright position. You hear the landing gear come down and you look out of the window and see nothing but solid clouds. You begin to wonder when the plane is going to break out of the clouds and the ground come into sight as your internal clock thinks "it's about time to be touching down." Next thing you know, you hear a thud and feel a gentle bump as the wheels touch down and there is a sharp deceleration as the brakes and thrust

reversers are applied. The plane comes to a stop and it's obvious you have arrived at your destination but you still can't see anything out of the window, or maybe there is just a faint hint of a runway light? You think, how in the world could the pilots land in this dense soup?

In actual fact, the pilots did not land the aircraft, the aircraft landed itself. Some aircraft actually have the ability to land themselves. This kind of instrument approach is called a Cat III or autoland approach. Believe it or not, an auto-land approach can be conducted with as little as 300 feet forward visibility and while the aircraft is traveling at 130 knots. By way of comparison this is analogous to an Indy racing car driver on a track

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Editor's Note

I think we may have fooled one or two folks with our April Fools issue last month! And quite a few people were surprised to see their photos in that issue as well!

Now we are back to writing real stories and collecting real photos for another year and we need your help. We require lots of feature stories and stunning photos to keep the newsletter interesting and relevant for the more than 500 readers that we send it to.

We welcome articles on all kinds of aviation-related topics such as; trips you have taken, your first flight in a general aviation aircraft, new gadgets you have installed in your airplane, aviation book reviews, learning to fly or getting a new rating, your favorite flying destination, buying or selling airplanes, aerobatics, tailwheel flying, educational articles, etc.

You don't have to be a professional writer, or even close. We can take whatever you send us and, through the magic of editing, turn it into a masterpiece! We find that most people write pretty well to start with and we don't have to do too much work to make them newsletter-worthy!

We also need more of your fantastic photos for our picture of the month feature so keep your cameras handy and send us your best pics! We will accept cell phone photos but be sure to send us the high res version for the best picture quality.

Send your ideas, articles and photos to me at editor@eaa932.org.

Beth Rehm, Editor

Continued from page 1.

at high speed while only being able to see one and a half centerline stripes in front of him.

I had never flown an aircraft with autoland capability until I started flying the McDonnell Douglas MD-80. During training I dutifully read the company manuals on autoland approaches and then I got to practice doing them in the simulator. As you might imagine from the term "autoland," the procedure is fully automatic and the pilots don't have to touch the controls at any time, all the way through the landing roll out.

As First Officer on the MD-80 my responsibilities during an autoland approach are to monitor the aircraft's lateral and vertical tracks as well as airspeed and make sure they stay within specified limits. I also make verbal callouts at 300ft, 200ft, and 100ft feet above the ground. If I see the aircraft travel outside the prescribed limits, I call out "go-around" which directs the Captain to get the aircraft climbing.

On my first simulated autoland approach everything worked as advertised. Nothing really seemed all that different from the thousands of other approaches I had flown in my lifetime until the aircraft got to about 50 feet. At 50 feet the airplane flares and uses rudder and aileron if needed to correct for any crosswind. When the main gear touches down, the aircraft tracks the runway centerline and applies brakes. The Captain manually adds thrust reversers and when he or she is ready to take over, disconnects the autopilot. It was pretty neat, almost like magic, but I couldn't help but shrug my shoulders and think what's the big deal and why do I have to do so much training on this. It's easy.

The instructor must have read my mind because the next approach didn't go as smoothly. This time at 50 feet the localizer needle (an



When the rest of us general aviation pilots are grounded due to fog, Cat III equipped aircraft are still able to land.

instrument that tracks lateral guidance) went out of limits. It was just a tiny wiggle, barely more than a 1/6 scale deflection and I was tempted not to call a "go-around" but I followed procedure and we climbed safely away to try again. Keep in mind that we had no visual references during this approach as the visibility was nil. Again I shrugged my shoulders and thought it was no big deal and wondered if we really needed to have gone around.

My instructor must have read my thoughts a second time as he announced we would do the exact same approach but this time in visual conditions. When the localizer needle wiggled at 50 feet this time, I was amazed to see that the aircraft was off the side of the runway aligned with the grass! We again executed a go-around and the point was made. Little deviations at such a low height are greatly magnified, thus strict adherence to procedures is extremely important.

I got to do a real autoland approach in March of this year coming in to O'Hare. The weather had warmed up just enough to let the snow melt into a nice thick fog bank. The forward visibility was only 600 feet when we reached the Chicago

area. The approach went smoothly and I was dutifully glued to the instruments until the Captain turned off the autopilot on the ground at about 60 knots. It was neat to put all that training into practice and very gratifying to get my passengers to their destination while some aircraft that were not autoland capable were diverting to their alternates.



Scan this QR code with your smartphone to see a pilot's view of a Cat III approach in an Airbus A320.



Where do You Fly For Food?

A recent "Hungry Pilot" article in Air Facts Journal, an online journal for personal air travel - by pilots, for pilots (www.airfactsjournal.com) got Jeff Hill, Sr., and me thinking about what other airport restaurants might be good destinations for that \$100 hamburger!

I think by now everyone at Galt knows about the **Flight Deck Bar and Grill** at Rochelle (KRPJ) where you can eat outside and watch parachutes all day. It's a short flight for us in the Mooney, the food is excellent and I never get sick of watching those crazy parachutists hurl themselves out of the Twin Otter at 10,000 feet and float down to the field right in front of the restaurant.

A few weeks ago we tried a new restaurant near Portage, WI (C47). After a 40-minute flight we walked an easy 0.3 miles to the **B&B Hitching Post** where they served us an excellent lunch. Although the winds favored runway 4/22 most other aircraft seemed to be using 17/35 - we saw why after we landed. The longer runway, 17/35 was in pretty decent shape but 4/22 was a bit rough for our Mooney but perfect for Mike Evans and his Super Cub with his tundra



The Piccadilly Lilly Airport Diner on the field at Tri-County Regional Airport, Lone Rock, WI.

tires! The FBO was locked up when we were there so be sure to use the facilities at the restaurant before you leave!

We used to fly to Sheboygan (KSBM) for breakfast/lunch until the Final Approach restaurant on the field closed down. So I was really excited to hear that a new restaurant opened up in the same location in September last year. **Afterburners On O** is now open Wednesdays through Saturdays from 4:00pm and on Sundays from 9:30am to 1:00pm for brunch. I definitely plan on trying that sometime in the near future.

We have flown to Reedsburg, WI

(C35) a few times and enjoyed a hearty breakfast across the street from the airport at **The Family Restaurant** (1599 E Main St.).

Our favorite destination for a summer evening flight is Prairie Du Chien (KPDC) where **Jones Black Angus Steak House** is just the other side of the street from the FBO. This is a traditional Wisconsin Supper Club - casual fine dining at its best.

Another popular place to visit for breakfast, lunch or dinner is Watertown, WI (KRYV). Jeff says the FBO Wisconsin Aviation is "first class!" and I have to agree - they are really friendly and will help you with anything you need. There are three restaurants within easy walking distance of the airport; **Perkins** is the closest and a group of about ten EAA Chapter members flew there for breakfast a few years ago. Across the street is a **Culvers** and **Steakfire Restaurant** where you select your own steak and then broil it on a charcoal fire.

The Wisconsin Dells is probably that state's most well known tourist attraction, after all, it is the waterpark capital of the world! Fly into Baraboo Airport (KDLL) and you will find the **Hochunk Casino** about a mile north of the field with gambling and no less

Continued on page 4.



The restaurant at Rochelle Airport is located right next to the Chicagoland Skydiving Center which operates year round.

Continued from page 3.

than five restaurants! Or you can rent a car from the FBO (Avis Rent A Car) and drive into the Dells where you will find plenty of options for food.

Jeff also recommends Juneau, WI (KUNU) where they have a first class, full service FBO (Wisconsin Aviation) and you can borrow a courtesy car to get to Beaver Dam, Juneau or Horicon for lunch.

The **Piccadilly Lilly Airport Diner** on the field at Tri-County Regional Airport, Lone Rock, WI (KLNR) is open every day from 6am to 2pm and features "delicious home style cooking." This quaint little diner was featured in a recent article in Air Facts Journal. Jeff says it used to be the "Lone Rock FSS" but the old FSS facility has been moved to Pioneer Airport at EAA Oshkosh. Nearby attractions include The House on the Rock and the Frank Lloyd Wright house, Taliesin, in Spring Green.

The **Jet Room** is an excellent restaurant in the GA Terminal (which used to be the airline terminal) at Dane County Regional-Truax in Madison, WI (KMSN). They have a full service FBO (Wisconsin Aviation again) and the U.S. Weather Bureau and airport offices are also in the same building. The airline terminal is now on the west side of the airport; and Jeff says there is nothing worth the trip over there. You might see some WI ANG (F-16s) on the south side of the airport. If you fly there on a Sunday morning we suggest making reservations to avoid a long wait.

If the weather looks good to the south, head down to **CJ's**, a popular



1, Sheboygan (SBM). 2, Portage (C47). 3, Baraboo (DLL). 4, Madison (MSN). 5, Watertown.

Italian family-style restaurant located on the field at Bloomington-Normal (BMI). It is conveniently situated in the old terminal building and with plenty of ramp space for parking. There is even a sign outside that says pilots welcome! They are open for breakfast, lunch and dinner.

Closer to home, and perhaps more convenient for the low 'n' slow dawn patrol folks, it is a short hop to breakfast at Bolingbrook's Clow International Airport (1C5). **Charlie's Restaurant** is right on the ramp next to the FBO and open from 7am to 3pm every day. Their family style food is delicious and reasonably priced too. Check NOTAMS before you fly because Clow will be temporarily closed due to construction of a new runway sometime this year.

Pilot Pete's Restaurant and Bar is

right on the field at Schaumburg Airport (06C) and a great local destination for lunch or dinner (note they are not open for breakfast). Pilot Pete's offers a large and unique selection of exotic dishes from around the globe and features a collection of aviation memorabilia that has to be seen to be believed.

If you have a favorite restaurant you like to fly to that is not mentioned here, please write and tell us about it.

Here are links to all the restaurants in the article:

www.afterburnersono.com

www.bbhitchoingpostrestaurantandcatering.com

www.charliesrestaurant.net

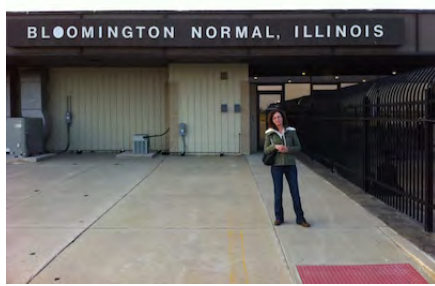
www.flightdeckbar.com

www.ho-chunk.com

www.piccadillylillydiner.com

www.pilot-petes.com

www.facebook.com/cjsrestaurantandcatering



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QUIZ TIME

By Ed Moricoli

A monthly quiz from EAA Chapter 932 Membership Chair, Ed Moricoli.

1. Unless otherwise specified, Federal Airways include that Class E airspace extends upward from?

- A. 700 feet above the surface up to and including 17,999 feet MSL
- B. 1,200 feet above the surface up to and including 17,999 feet MSL
- C. The surface up to and including 18,000 feet MSL

2. The width of a Federal Airway from either side of the centerline is?

- A. 4 nautical miles
- B. 6 nautical miles
- C. 8 nautical miles

3. The normal radius of the outer area of Class C airspace is?

- A. 5 nautical miles
- B. 15 nautical miles
- C. 20 nautical miles

4. Under what condition, if any, may pilots fly through a restricted area?

- A. When flying on airways with an ATC clearance
- B. With the controlling agency authorization
- C. Regulations do not allow this

5. Pilots flying over a national wildlife refuge are requested to fly no lower than?

- A. 1,000 feet AGL
- B. 2,000 feet AGL
- C. 3,000 feet AGL

6. The vertical limit of Class C airspace above the primary airport is normally?

- A. 1,200 feet AGL
- B. 3,000 feet AGL
- C. 4,000 feet AGL



Ed Moricoli is President of EAA Chapter 932 at Galt Airport and learning to fly with Galt Chief Flight Instructor, Justin Cleland.

Answers: 1) b, 2) a, 3) c, 4) b, 5) b, 6) c.

Answers:



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Dear Cap'n By Cap. Roger Oveur

Dear Cap'n: Do you have a real job? If so, how do you find the time to be Galt Traffic's 'agony aunt'? I suppose you write this drivel during the time that you should be studying your Flight Handbook and the Company Policies and Procedures Manual. What a jerk!

— Pee O'ed a plenty

Dear Pee: Even though it's none of your business, Guppy, I will respond anyhow. First of all, I have memorized the handbook and policy manuals and can quote them chapter and verse from rote memory! Listen, Short Stack, I put 110% into my job. For instance I just finished a grueling three day session of recurrent training with its dreaded simulator sessions. To give you just an inkling of what it's like, here's a picture I snapped at the Training Center. Are you starting to get the picture?



Dear Cap'n: I've had it! The wife left me because I blew the baby's 529 account on flying lessons. I flunked the PP written and rolled the trainer up into a ball. Now I'm being sued by the FBO's insurance company. If you agree that all is really lost, just don't

even bother to reply.

— Whea Woe is me

Dear Cap'n: I'm 14 and I really want to be a fighter pilot when I grow up. What should I do?

— Juana Wanna

Dear Juana: Well, Niña, first off, you're going to have to order your priorities—you can't do both.

Dear Readers: In response to the hundreds of requests you've sent for me to print pictures of my grandkids, I'll start with the oldest boy, Dilly, I mean Billy. Guess where this little trouble maker is headed—beside bed, I mean.



Dear Cap'n: I'm a for real airplane nut and I get a ton of aviation related emails. Sometime some are sent to my spam folder by mistake. Can you tell me how to 'separate the wheat from the chaff'? For example here's a screen shot of today's folder.

—Wing Nut



Dear Nut: Hoss, how are you going to find out if you don't open them? Do that, and if still in doubt, click on any links; one may lead you to the Promised Land. Reply, answering any questions, as the sender may need to verify your identity – and don't be put off by the ones in Chinese, they have been making remarkable strides in aviation lately and probably contain some fab pix that speak their own language.

Dear Readers: Ole Cap has taken on a little sideline biz to help make ends meet. What with the wives, houses, and all the kids and the 'big boy's toys', it's tough.

I am now an authorized dealer for the hot new INFLATABLE CAR! Need wheels at your destination? Here is the answer: It's packed in a case that looks like a briefcase and inflates in just two minutes. Its touch-screen dashboard drops down from the ceiling to provide on-board WiFi, GPS, navigation apps and much more.

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Member Profile

By Ed Moricoli, President, EAA Chapter 932

If you have ever attended a Chapter 932 meeting or spent any time in the Galt FBO you will most likely have seen a very tempting pile of food sitting on the table. The person responsible for increasing the average weight of the EAA chapter members, tenants, and staff at Galt is

Lori Bettendorf! Not only is Lori a great cook but a new pilot to boot. Pilots and food what a dangerous combination!

I sat down with Lori to find out more about the lady behind the baking.

Question: How did you find your way to Galt Airport?

LORI: My son (Nick Bettendorf) has a plane here at Galt and about two years ago I went

flying with him and fell in love with flying. My biggest problem at the time was reaching the rudder pedals!

Question: Last August you received your pilot's license; tell me about some of your experiences?

LORI: On my first solo flight I went to Big Foot and did some landings and take offs, I really like going there.

The day was set to do my oral exam and flight check and I was having problems with steep turns, so I decided to go out to the airport early enough to do some practice.

Wouldn't you know it, the flight examiner decided to come early and there went my practice time! After 7 hours of oral and flight check I passed the test! What a neat feeling and relief!

Question: You're always bringing cookies and other food out to the airport and it's great. Have you ever thought about doing that professionally?

because of all the unhealthy chemicals in hair care it led me to create an organic line of hair care products. The products are called *For Your Glory*. Besides soap there are butter lotions, lip balms, custom gift baskets and hand crafted tapestry music boxes.

Question: Is there anything else that you do?

LORI: I have been a general contractor, believe me I am good at handling a trowel!

Question: How do you have time to do all of what you do and take care of your family?

LORI: I just find the time!

So folks, you have met the lady who not only is a pilot but brings treats to the airport. In addition to that, Lori is great fun to be around and she finds time to frequently

volunteer her time to EAA Chapter 932.

Lori is another example of why Galt is the friendliest airport around.



Lori Bettendorf, Private Pilot and unofficial chapter chef is responsible for increasing the gross weight of the chapter with her fresh, delicious and irresistible baked treats!

LORI: No, ever since I was young and living in Chicago I had learned to bake and I loved doing it and I am still at it.

Question: Tell me about the soap you make (Lori sells soap and you can get some in the FBO). How did that get started?

LORI: I owned a hair salon and



Kevin Auld

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BARNSTORMER DAYS



Airport Technicalities

A monthly report from Justin Cleland, Airport Manager, Galt Airport.

It's been great seeing everyone come back out of hibernation again over the last few weeks! Our airport has been as busy as ever, and we're anxiously awaiting the warm weather to officially come to stay!

First off, we are extremely excited to announce a new addition to our Flight Club fleet; Cessna 172, N6576H. Brian and Troy have outdone themselves again with their nicest restoration thus far. There's a brand new, custom fit interior, fresh Poplar Grove engine, Garmin 650, KX-155 and way too many other features to list. You truly have to see it to believe it. We're finishing the engine break-in right now, and (weather permitting) it will be on-line and ready to rent by May 1st. Come out and take it for a ride!

Ed Brown's Ground School kicked-off in April, and has had an overwhelmingly positive response. So positive in fact, that we've already scheduled another class! The next session will begin Thursday, May 7th for 7 weeks, 6pm-9pm. This class is filling up quickly so if you're interested, please stop by the FBO and talk to Ed!

You may have noticed that the FBO parking lot has a new addition: Bicycles! We've set up a bike rack and bicycles for anyone who wants to go



This 1975 Cessna 172M is the latest addition to the Galt Flight Club.

for a ride around the airport. We think it'll be a great way to enjoy a summer day at Galt. Please feel free to help yourself, we only ask that you return them full of fuel!

On Friday, May 15th at 6pm, Parker Johnston will be offering a beekeeping demonstration/Q&A, down at the airport campground. I had the chance to learn about beekeeping from Parker last year, and the entire process is completely fascinating. If you have any interest at all, I would highly recommend stopping by that night to learn about it, I'm certain you won't be disappointed.

Finally, we've been working diligently on getting the grass runway ready as quickly as possible. The weather has finally cooperated to help dry it out and we've aerated, rolled, and seeded. As soon as it's

ready to land on I'll pull the yellow "X's", remove the NOTAM, and officially open it up for 2015. If you have any questions, (or want to check the status) please feel free to email or call and I'll fill you in.

Announcements

Congratulations to **Grant Stephens** on becoming a Private Pilot. Grant has been learning to fly with Galt Flight Instructor, **Dick Wydra**.

Congratulations to EAA Chapter 932 member, **Mary Linstromberg** on passing her Private Pilot checkride on April 11th.

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EAA CHAPTER 932

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EAA Chapter 932 News

President's Message

From Ed Moricoli, President, EAA Chapter 932

Volunteers Needed

Fellow chapter members, the chapter needs your help. After the May 9th meeting, we need to do some spring cleaning to get the tables and chairs ready for our first major event of the year.

The **Salute to Veteran's Pancake Breakfast** is on Saturday, May 16th and we need volunteers to set up the tables and chairs on the Friday evening before the event. This should only take short period of time.

On Saturday, May 16th the chapter needs volunteers to help cook and serve the breakfast and we need volunteer pilots to fly those vets that wish to go for a ride.

Breakfast starts at 8:00 am, so those who are participating should be at Galt about 7:30 a.m. Civil Air Patrol (CAP) volunteers will once again be on hand to manage the vehicle parking and helping vets that need assistance.

The next chapter event will be the **Barnstormers Days Vintage Fly-in** on Saturday, June 13th, and volunteers will once again be needed on the Friday evening the day before to help set up the tent, chairs and tables.

Please add your name to the volunteer sign up sheet on the EAA Chapter notice board in the FBO at Galt Airport or email me at president@eaa932.org to let me know you are interested in helping out.

Your assistance will be gratefully appreciated.

Ed



Sorry to disappoint, but we have to confess that the story about Mike appearing on the next season of "The Bachelor" was not entirely true.

Letters to the Editor

We received a few emails about the last issue of the newsletter. Thanks to everyone who took the time to tell us what you thought. It means a lot to myself, Eric, Jeff, Ed and Justin to hear from you and to know you enjoy our humble publication.

Hilarious. The first two questions in Dear Capn made me cry laughing!

- Anne Marie Stephenson

To all who were involved in this month's newsletter; Thanks for the best April Fools event of the year. Every page was funnier than the one before and I laughed out loud numerous times.

You guys should be writing for SNL! You all make Galt the best place to fly from - bar none.

- Jim Marinangel

I thought it was odd that Claude wanted to take my picture yesterday! Forgot about the April Fool's Galt Newsletter! Love all the articles! Got me there for a minute! Love it or List it....Wing Walker Cheryl, etc.....too funny! Good job!

- Diane Sunday

Great job on the newsletter! Way to go!

- Ed Moricoli

Welcome New Chapter 932 Members

Please join me in welcoming **Ronald Navlyt** of Richmond, IL, to our chapter. Ron is a new student taking Ed Brown's Ground School.

Welcome also, **Breck Keller** of Burlington, WI, who joined the chapter in April.

This brings our current chapter membership to 123 people. We are always looking to expand our membership so if you know anyone who is interested in aviation and would enjoy the camaraderie of other other aviation enthusiasts, please bring them to one of our meetings.

EAA Chapter 932 is a local chapter of the Experimental Aircraft Association (EAA) based at Galt Airport (10C) in Greenwood/Wonder Lake, Illinois.

Established in 1989, we are a 501(c)(3) corporation and a registered charity in the State of Illinois (CO#01065208).

EAA (<http://www.eaa.org>) is an international organization of members with a wide range of aviation interests including vintage aircraft, aerobatics, warbirds and amateur builders.

EAA Chapter 932 meetings are usually held at Galt Airport on the second Saturday of the month. Check our web site for more information about the chapter and events and activities at <http://www.eaa932.org>.

Minutes of the EAA 932 General Meeting

Submitted By: Chapter Secretary, Paul Sedlacek

Meeting Date: April 11, 2015

1. CALL TO ORDER /ATTENDANCE

Meeting brought to order at 10:05 a.m.

In attendance: Ed M, Ed B, Larry T, Scott B, Jeremy K, Daniela K, John P, Marty S, Paul S, Dave S, Lori B, Tim S, Beth R, Eric R, Justin C, Marty S, John T, Rafael G, Bob N, Mike E, Walt W, Mary Ann F, Patrick H, Rafael G, Jeff H Sr, Jean F, Howie S, Bob H

2. VOTING ITEMS

- a. Approval of Agenda Moved by: Ed B, Seconded by: Tim S, All in favor
- b. Secretary's Report Approval of Minutes Moved by: Patrick H, Seconded by: Ed B, All in favor
- c. Treasurer's Report Approval of Financial Report Moved by: Larry T, Seconded by: Patrick H, All in favor

3. PRESIDENT'S / VICE PRESIDENT'S REPORT

- a. Volunteers needed immediately after May 9th Chapter meeting to clean and check chairs.
- b. Volunteer pilots needed for the Salute to Veterans event on May 16 and for the Young Eagles event on June 27.
- c. Best wishes to Jo Murray for a quick recovery.
- d. July 11 chapter / Galt pig roast (Note: Moved to July 18th) BYOB, \$10 chapter members, \$15 for non members, \$5 for children.

4. COMMITTEE REPORTS

- a. Young Eagles / Eagle Flights Ed Brown
Planes N Puppies event planned for Sept 19.

5. OLD BUSINESS

- a. T-shirt Order Galt Airport GWOS shirts Rob Nelson will get shirts and transfers, volunteers to press the shirts.
- b. Barnstormers: Ad placed in the May / June EAA Vintage Magazine, event posters are ready to be printed.

6. NEW BUSINESS

7. BUSH CAT / SPORT FLYING PRESENTATION by Daniela Knoll (AeroSport LLC)

- a. Thanks to Daniela for the informative presentation on the Bush Cat and AeroSport's new activities on the field.

ADJOURNMENT: 11:10 AM moved by Walt W seconded by Patrick H

Next meeting: May 9, 2015, 10:00am.

Galt Airport / EAA 932 Calendar of Events

May 9	Chapter 932 general meeting, Galt Airport (10C), 10:00 a.m. Presentation on traffic pattern/ uncontrolled airports.
May 15	Beekeeping Demonstration by Parker Johnston at 6:00pm.
May 16	Chapter 932 Salute to Veterans Pancake Breakfast.
Jun 13	Barnstormer Days Vintage Fly-in, Galt Airport (10C) with rides by Gypsy Air Tours. 8:30am - 2:00pm.
Jun 28	Art Class at Galt Airport (10C), in the Studio.
Jun 28	Chapter 1323 Fly-in at Big Foot Airfield, Walworth, WI.
Jul 18	EAA Chapter 932 and Galt Airport Family Picnic; Pig Roast starting at 5:00p.m.
Jul 20 - 26	EAA AirVenture, Oshkosh, WI. http://www.eaa.org/en/airventure
Aug 8	Chapter 932 general meeting, Galt Airport (10C), 10:00 a.m. Challenger Center tour after the meeting.
Aug 15	Galt Airport Flour Drop Competition, Galt Airport (10C).
Sep 19	Chapter 932 Planes and Puppies, Galt Airport (10C), Young Eagles and Animal Shelter fundraiser.
TBD	FAA Wings Safety Seminar, Galt Airport (10C).

Other Aviation Events

Find more aviation events online at the following sites;

www.eaa.org/en/ea/events

<http://www.fly2lunch.com>

www.aopa.org/events

<http://www.flyins.com>

<http://www.dot.wisconsin.gov/travel/air/aviation-events.htm>

<http://socialflight.com/index.php>

Free AOPA Safety Seminars

The Aircraft Owners and Pilots Association Air Safety Institute offers free live and recorded safety seminars. Most of these programs qualify for FAA Wings Credit. You can search for seminars by state or topic at <http://www.aopa.org/asf/seminars/seminar.cfm>.

FAA Wings Safety Seminars

The Federal Aviation Administration (FAA) Safety Team sponsors thousands of aviation safety seminars throughout the country each year. These interesting and informative seminars include a variety of important safety topics designed to reduce risk and increase the level of safety in aviation operations. Most courses are free and provide credits for the WINGs program. You can search for seminars by keyword or location at <https://www.faasafety.gov/SPANS/events/EventList.aspx>

Free EAA Webinars

The EAA offers free webinars on a variety of educational and entertaining topics from building and restoring aircraft to regulatory issues, to historical lessons and everything in between. You can participate in the live sessions or watch later at your convenience. Visit the EAA Webinars web page for the latest schedule and to register at http://www.oshkosh365.org/ok365_contentdetail.aspx?id=1258.

EAA SportAir Workshops

EAA SportAir Workshops offer weekend workshops that will launch you on the most satisfying and rewarding adventure of your life. These courses will prepare you to build your own airplane. Get hands on with skills and techniques to complete your amateur build aircraft. You'll gain the skills and most importantly, the confidence to take you all the way to that first fabulous flight. To learn more about upcoming workshops and special EAA member tuition for the courses, call 800-967-5746 or visit <http://www.sportair.com/workshops/index.html>.

EAA Chapter 932 Officers and Contacts

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Web Site: <http://www.eaa932.org>

Facebook: <http://www.facebook.com/pages/Galt-Airport-Young-Eagles/116543021696619>

Galt Airport Information



Galt Field Airport

5112 Greenwood Road, Greenwood/Wonder Lake, IL 60097

Airport Business Hours

8:00 a.m. to 5:00 p.m. Monday through Sunday (Winter hours)

Airport Owners: Diane and Claude Sondag dsondag905@aol.com

Airport Manager/Chief Flight Instructor: Justin Cleland

Phone: (815) 648-2433 Email: FBO@galtairport.com

Director of Maintenance: Brian Spiro

Phone: (815) 648-2642 Email: Maintenance@galtairport.com

Office: Jean Forni and Rebekah Busse

Phone: (815) 648-2433

Email: Jean@galtairport.com or Rebekah@galtairport.com

Web Site: <http://www.galtairport.com>

Facebook: <http://www.facebook.com/GaltAirport>

The Dean Rowe Show: <http://huntleyradio.com/the-dean-rowe-show>



AVGAS

Galt Tenant Price

\$4.59

(includes tax)

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2015 Summer Calendar EAA Chapter Events in the Chicago Area



www.eaa932.org



www.eaa95.org



www.eaa153.com



790.eaachapter.org



May

- 9th - Chapter 790 Young Eagles Rally at Lake in the Hills Airport (3CK)
- 9th - Chapter 461 Young Eagles Rally, see web site for location
- 10th - Chapter 1414 Pancake Breakfast/Young Eagles Rally at Poplar Grove (C77)
- 16th - Chapter 932 Salute to Veterans Pancake Breakfast at Galt Airport (10C)
- 17th - Chapter 579 Young Eagles Rally at Aurora Airport (ARR)

June

- 6th - Chapter 241 Young Eagles Rally at DeKalb Airport (DKB) 09:00 - 11:00
- 6th - Chapter 790 Young Eagles Rally at Lake in the Hills Airport (3CK)
- 7th - Chapter 241 Pancake Breakfast at DeKalb Airport (DKB) 08:00 - 11:30
- 13th - Chapter 932 Barnstormer Days Vintage Fly-in at Galt Airport (10C)
- 13th - Chapter 95 Young Eagles Rally at Morris Airport (C09)
- 13th - Chapter 461 Young Eagles Rally, see web site for location
- 14th - Chapter 1414 Pancake Breakfast/Young Eagles Rally at Poplar Grove (C77)
- 21st - Chapter 153 Father's Day Pancake Breakfast at Schaumburg (06C)
- 27th - Chapter 95 Fly-in at Aero Acres Airport (IL51)
- 28th - Chapter 579 Young Eagles Rally at Aurora Airport (ARR)
- 28th - Chapter 790 Pancake Breakfast at Lake in the Hills Airport (3CK)

July

- 11th - Chapter 461 Young Eagles Rally, see web site for location
- 12th - Chapter 1414 Pancake Breakfast/Young Eagles Rally at Poplar Grove (C77)

August

- 8th - Chapter 241 Young Eagles Rally at DeKalb Airport (DKB) 09:00 - 11:00
- 8th - Chapter 461 Young Eagles Rally, see web site for location
- 9th - Chapter 1414 Pancake Breakfast/Young Eagles Rally at Poplar Grove (C77)
- 22nd - Chapter 790 Young Eagles Rally at Lake in the Hills Airport (3CK)
- 23rd - Chapter 579 Young Eagles Rally at Aurora Airport (ARR)

September

- 5th - Morris Airport Open House (C09)
- 12th - Chapter 790 Young Eagles Rally at Lake in the Hills Airport (3CK)
- 12th - Chapter 95 Young Eagles Rally at Morris Airport (C09)
- 12th - Chapter 461 Young Eagles Rally, visit web site for location
- 13th - Chapter 1414 Pancake Breakfast/Young Eagles Rally at Poplar Grove (C77)
- 19th - Chapter 932 Planes & Puppies (Young Eagles/Animal Shelter fundraiser) at Galt Airport (10C)
- 20th - Chapter 241 Pancake Breakfast at Hinckley Airport (0C2) 08:00 - 11:30
- 27th - Chapter 579 Young Eagles Rally at Aurora Airport (ARR)

October

- 10th - Chapter 241 USO Hangar Dance at DeKalb Airport (DKB) 19:30 - 23:30
- 10th - Chapter 461 Young Eagles Rally, visit web site for location
- 11th - Chapter 1414 Pancake Breakfast/Young Eagles Rally at Poplar Grove (C77)
- 25th - Chapter 579 Young Eagles Rally at Aurora Airport (ARR)



1414.eaachapter.org



www.eaa579.org



www.eaa241.org



www.eaa461.org



Visit the chapter websites for more information about each event.